

# Annex 9

## Trafford Metropolitan Borough Council



### Linkages to Trafford's Unitary Development Plan

**A9.1** The Trafford Unitary Development Plan (UDP) contains land use and transportation proposals required to achieve the sustainable economic regeneration and environmental improvement priorities and objectives of the Council up to mid 2001. The policies and proposals of the Plan are now under review to cover the period up to mid 2016 and to take account of and help achieve the recently revised regeneration and improvement priorities and objectives of the Council and the latest national Government planning policy guidance.

**A9.2** The timetable for the review of the adopted Trafford UDP agreed by the Council envisages the publication and public consultation upon the Initial Draft changes to the Plan in September/October 2000 and the publication and public consultation upon the Revised Draft changes in June/July 2001. The Public Local Inquiry to deal with any outstanding objections to the Revised Draft changes will be arranged at the earliest convenient date thereafter that can be agreed with the Planning Inspectorate.

**A9.3** An audit of the transport policies and proposals of the adopted Plan has been undertaken to assess their consistency with Government guidance and the content of the Provisional LTP. Revised policies and proposals are being drafted to take account of the results of this audit and the emerging revised land use allocations being proposed to accommodate further development across the Borough both by the Council, other public agencies and the private sector.

**A9.4** Within the context of the adopted Trafford UDP and more recent national Government guidance, the Council has successfully obtained significant developer contributions to public transport and other infrastructure improvements and commitments to the preparation of workplace Travel Plans linked to major new development schemes.

### Linkages to other Council strategies and initiatives

**A9.5** The Council has identified five key priority policy areas for action within the Borough to promote:

- *economic and community regeneration*
- *a safe and sustainable environment*
- *community well-being*
- *lifelong learning*
- *an accessible quality service relevant and responsive to community needs*

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**A9.6** Within this priority policy action framework, important Borough-wide and local area strategies and programmes have been, or are being, developed, including:

- **a Trafford Economic and Community Regeneration Strategy –**  
*to promote the revitalisation of the local economy, particularly in the most deprived areas*
- **a Trafford Social Inclusion Strategy –**  
*to provide the mechanism for the delivery of the Economic and Community Regeneration Strategy to vulnerable and disadvantaged groups in the community*
- **a Trafford Crime and Disorder Reduction Strategy –**  
*to tackle and reduce the incidence of crime and disorder in neighbourhoods across the Borough*
- **a Trafford Local Agenda 21 Strategy –**  
*to tackle pollution and encourage and promote more environmentally sustainable development across the Borough*
- **a local Health Improvement Programme –**  
*to promote improvements to the health and quality of life of residents of the Borough*
- **a Manchester Ship Canal Corridor Regeneration Strategy –**  
*to promote the continued physical and economic regeneration of an important area and asset*
- **a Trafford Park Action Plan –**  
*to promote the continuing regeneration of the area as an attractive base for national/international business investment*
- **Town Centre Regeneration Strategies –**  
*to maintain and promote the continued vitality and viability of the Boroughs main shopping centres in Altrincham, Sale, Stretford and Urmston*

**A9.7** The Council recognises that the development of a properly balanced and integrated transportation system, that caters for the needs of local residents and businesses in as safe and environmentally sensitive way as possible is critical to the successful achievement of these Borough-wide and local area improvement and regeneration priorities. The new transportation investment proposals contained within this and future reviews of the LTP will reflect this recognition.

### **SRB and ERDF/ESF initiatives**

**A9.8** SRB/Capital Challenge and ERDF/ESF funds have been or are currently being directed to the regeneration of the two most deprived areas of the Borough in Old Trafford/Gorse Hill (in the north of the Borough) and Partington/Carrington (in the west). The SRB1 "Old Trafford Initiative" programme is due for completion in 2001. An SRB5 "Positive Alternatives for Young People" scheme targeting Old Trafford will run to 2006. An Objective 2 ERDF/ESF funded Community Economic Development Area Action Plan in Old Trafford and Gorse Hill will run to December 2000. A small number of capital projects in this same area (Longford Wharf, Imperial War Museum-North, Business Expansion Grants), will run to December 2001. Within Partington, a range of projects under the SRB4 "Community Comes Alive" programme, are being undertaken. Both Old Trafford/Gorse Hill and Partington/Carrington will benefit from ERDF/ESF Objective 2 Programme funds over the period 2000/2006.

## Delivering the Greater Manchester transport strategy in Trafford

**A9.9** The delivery of the Greater Manchester Transport Strategy within Trafford seeks to address the main problems that manifest themselves at the local level:

- *peak time congestion on main corridor road routes to the Regional Centre and the motorway network*
- *spill-over congestion on parallel and feeder roads and rat-running through residential areas to avoid this congestion*
- *the spreading of the peak time congestion period on these routes*
- *inadequate alternative means of travel to work, leisure and entertainment activities (particularly for residents of priority regeneration areas)*
- *unsafe conditions for pedestrians and cyclists (particularly close to town centres and key employment locations)*
- *on-street car parking problems in and around town centres and at Metrolink stations*
- *the condition of the Council's principal road assets*

### Metrolink

**A9.10** The Council's top priority for delivery is the wholly privately-financed extension of Metrolink from the existing Phase 1 line at Cornbrook, through Trafford Park to the Trafford Centre and Trafford Quays. The Council, in conjunction with GMPTE, is also seeking to bring about improvements to the existing Bury-Altrincham line to resolve peak time congestion problems and facilitate the other planned extensions of the Metrolink network affecting the Borough (the Airport extension and a proposed second depot facility).

### Quality Bus Corridors

**A9.11** The Council's priorities here are for the improvement of the A56 corridor to/from the Regional Centre (north from Stretford Town Centre to the Borough boundary) and the A5145/B5213 Stockport, Chorlton, Stretford, Urmston/Partington route. Elsewhere in the Borough the Council will be seeking to bring forward improvements at specific locations where buses experience significant delays. One such improvement scheme (at the A56 junction with Park Road in west Timperley), to be part funded by an adjacent major development scheme, is being prepared for public consultation in July 2000.

### Cycling

**A9.12** The Council has an approved Trafford Cycling Strategy for the Borough that it is seeking to implement in consultation with the Trafford Cycling Forum. The Strategy commits the Council to spending a minimum of between 5 and 10% of Trafford LTP settlement money on improvements to cycling provision within the Borough.

### Safer Routes to School

**A9.13** The Council, in partnership with the local communities, has continued work on schemes in the two pilot areas of Old Trafford and Bowdon. A "walking bus" route is being developed in Bowdon and preparations are underway for the training of parents. All schools in the Borough have received the DETR document "A Safer Journey to School" and a model "School Travel Plan" is being developed to assist school plan development work. Presently six schools are known to be planning to gather travel survey information prior to plan development work. Publicity to inform and persuade more local communities of the benefits of the scheme will continue as a part of the Councils Health and Agenda 21 programme (called "Living Streets" in Trafford).

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### *Travel Plans*

**A9.14** The Council has continued to make progress in developing a travel plan for staff employed at its main administrative buildings. A member/officer/union Travel Plan Panel is being established to oversee the development of Plan proposals. A Travel Plan fund is to be established to finance the implementation of measures agreed by the Panel. In addition to the above, the Council is continuing to work with the Trafford Centre Ltd, Manchester United FC and APSL Ltd (Davenport Green) to develop plans for their development sites. For the start of the 2000/01 season Manchester United will be operating two new park and ride schemes for match day spectators.

### *Rail/waterway freight transport*

**A9.15** Significant rail and waterway freight transport facilities already exist within the Borough. The Council, through the Manchester Ship Canal Corridor Strategy, is committed to encouraging the further use of the Manchester Ship Canal for freight transport purposes. It is exploring the potential for the development of a new strategic regional multi-modal rail freight terminal facility at Carrington, the Trafford Interchange, within the framework of its UDP and LTP objectives and policy priorities. This proposed facility is planning to provide a means of transporting significant volumes of commercial freight by modes other than road. The scheme proposes the opening of new West Coast/Midland line rail links that would bypass existing congested freight routes (the Deansgate/Piccadilly route), potentially provide new rail passenger routes and provide further opportunities for freight transport on the Manchester Ship Canal.

### *Major highway improvements*

**A9.16** Major public sector funded highway improvements focusing upon improving traffic access to/from and circulation within the nationally important Trafford Park employment area have recently been completed. The Council is not bidding for any further public funding support for major new highway improvements in this LTP. It is the Council's intention that any such improvements required to facilitate development proposals identified within the UDP will be funded by the private sector.

### *Minor highway works and Local Safety Schemes*

**A9.17** Minor highway works spending in the Borough is being focused upon the pedestrianisation or partial pedestrianisation of roads in town centres, junction improvements to improve pedestrian safety and access to town centres, additional dedicated cycle and pedestrian facilities and measures to assist the mobility impaired.

**A9.18** The local safety schemes introduced by the Council are designed to reduce driving speeds and save accidents. Completed schemes are monitored to determine their effectiveness. Rates of return of more than 1000% have been achieved on several completed schemes. Results for other schemes show that they have been particularly successful in bringing about a reduction in vehicle speeds. Current local safety scheme investment is focused upon area based traffic schemes to tackle accident clusters, safer routes to school, junction improvements at accident concentrations, speed and red light cameras, anti-skid surfacing and signing and road marking improvements.

## Implementation programme for 2001/02 to 2005/06

**A9.19** The Council's agreed top priority project for implementation is for the construction (with private sector finance) of an extension of the Metrolink network through Trafford Park to the Trafford Centre and the proposed Trafford Quays development.

**A9.20** Details of the minor highway works and local road safety schemes to be implemented are still being assessed and considered by members in consultation with the four Area Boards. The agreed overall indicative five-year bid for minor highway works and local safety scheme resources, however, is set out in the table below.

**A9.21** A major highway improvement scheme, the Altrincham Eastern Improvement Route, is under construction within Altrincham town centre to facilitate the mixed use redevelopment of land to the east of the existing town centre. Two smaller highway improvement

schemes (one associated with a PFI redevelopment project on land adjoining Sale Town Hall and one with a retail redevelopment scheme located at the A56/Sibson Road junction) are planned for Sale town centre. The Altrincham Eastern Improvement Scheme and the A56/Sibson Road scheme will be constructed utilising private sector finance. The Council, with a private sector partner, will be funding the Sale Town Hall PFI scheme.

**A9.22** Trafford Council is currently responsible for managing the resources allocated to the conurbation for the implementation of the county-wide Quality Bus Corridors improvement initiative. A major scheme bid for £17 million of resources for the second phase of the corridor improvement initiative is included in the LTP-F2 finance form. A minor works bid for £28.22 million of resources to fund the continued implementation of other elements of this initiative is included in the table below and the LTP-F3 finance form.

**Table A9.1: Minor works programme for 2001/02 to 2005/06 (£000s)**

Scheme	2001/02	2002/03	2003/04	2004/05	2005/06	Total
Minor highway works	522	522	522	522	522	2610
Local Safety Schemes	427	427	427	427	427	2135
<b>Sub Total</b>	<b>949</b>	<b>949</b>	<b>949</b>	<b>949</b>	<b>949</b>	<b>4745</b>
Further minor highway works	105	105	105	105	105	525
Further Local Safety Schemes	86	86	86	86	86	430
<b>Total Trafford minor schemes</b>	<b>1140</b>	<b>1140</b>	<b>1140</b>	<b>1140</b>	<b>1140</b>	<b>5700</b>
Trafford Park Metrolink	*	*	*	*	*	*
Highway schemes	*	*	*	*	*	*

\* Denotes schemes to be funded utilising private sector resources.

Note: The bid for resources for the Trafford Park Metrolink extension is included in the GMPTA LTPF2 finance form.

**Table A9.2: County-wide Quality Bus Corridors minor works programme (£000s)**

	2001/02	2002/03	2003/04	2004/05	2005/06	Total
On-going QBC Programme	5644	5644	5644	5644	5644	<b>28220</b>

Note: Resources allocated to or held on behalf of all GM authorities by the Council from the Charging Development Partnership or the April 2000 budget announcement (£150k and £85k respectively), for spending in 2001/02, are not included in the above table.

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**A9.23** The minor works/local safety scheme bid programme (the sub-total row figures) is based on an assumed overall 40% increase in the resource allocation for the Integrated Transport element of LTPs in line with the existing Comprehensive Spending Review. The bid programme figures for 2002/03-2005/06 are held constant at the 2001/02 bid level pending the results of the current Comprehensive Spending Review (CSR). If a higher level of resources were to be made available from the next CSR (indicated in the total row figures), the Council would accelerate its minor works/local safety scheme programme to bring forward additional measures as outlined above.

### Principal road maintenance and bridge strengthening programme

**A9.24** The Council's strategy for carrying out bridge inspection, assessment and strengthening works has consistently followed LTP criteria. The current position resulting from work undertaken to date is as follows:

- *all first phase assessments of all Trafford and privately-owned bridges are complete. Some Railtrack bridge assessments have still not been released, though preliminary results are known*
- *all bridges on the PRN have been strengthened*

- *following completion later this year of the strengthening of the Manchester Road Railway Bridge, only one bridge on the Strategic Route Network remains to be strengthened (Hale Road Bridge)*
- *two bridges on routes of more than local importance (Station Road bridge and Flixton Road Bridge) require strengthening*
- *twelve bridges on routes of local importance have been assessed as requiring strengthening*
- *there are five weight restricted bridges (all with alternative routes available) that require strengthening*

**A9.25** Continuing work on the strengthening and structural maintenance of highway structures in the Borough is seen as important to the successful achievement of the Council's overall regeneration strategy for the Borough. The bid for resources set out below will enable the Council to tackle the outstanding work outlined above.

**A9.26** The bid for principal road maintenance resources will enable the Council to continue the improvement of the strategic route network that provides access to one of the Councils priority regeneration areas (Carrington and Partington).

**Table A9.3: Maintenance Programme 2001/2 to 2005/6 (£000s)**

Scheme	2001/02	2002/03	2003/04	2004/05	2005/06	Total
Principal road maintenance	400	400	400	400	400	<b>2000</b>
Bridge strengthening	1350	1300	1250	1230	1190	<b>6320</b>

## Transport revenue expenditure

**A9.27** The budgeted transport revenue expenditure for 2000/01 is seeking to continue the Councils efforts to properly maintain and make the best use of the available infrastructure and to improve the safe use of that infrastructure by the travelling public.

**Table A9.4: Transport revenue expenditure 2000/01**

	<b>£000s</b>
Structural maintenance	646*
Bridges/structures maintenance	106
Cyclic maintenance	1724
Winter maintenance	157
Street lighting maintenance	771
Street lighting energy	385
Signals, signs, crossings and markings	216
Illuminated signs energy	61
Ancillary street furniture and graffiti	63
Traffic management and safety	110
Road safety education	11
School crossing patrol service	381
Planning design and supervision	1326
Car parking	(-26)
Insurance	539
Urban Traffic Control	264
Greater Manchester Transportation Unit	56
<b>Total</b>	<b>6790</b>

\* Additional to £1.562 million of capitalised structural maintenance spending.